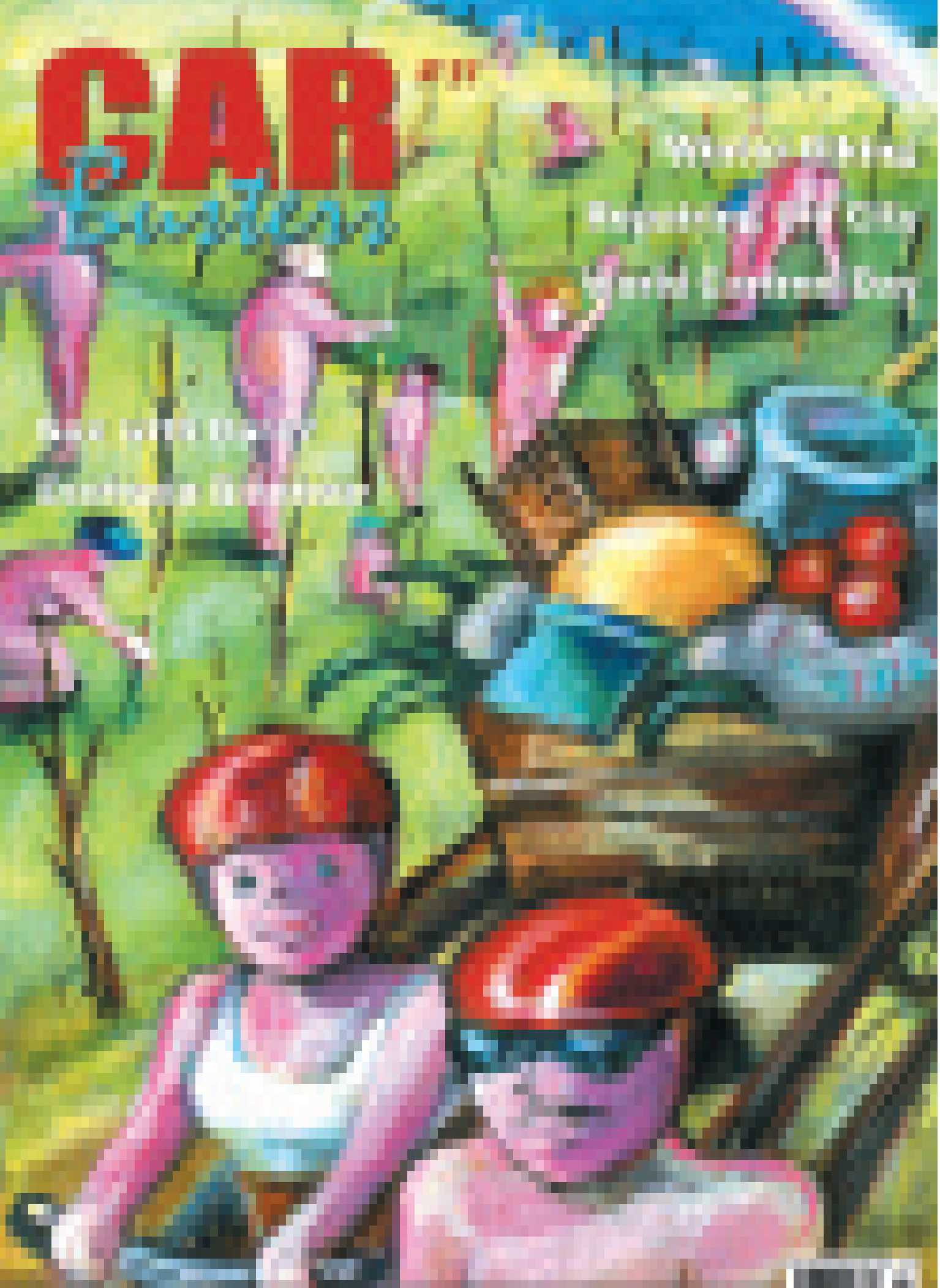


GAR

2011

February 2011



Gardens in the Country side



CAR Bust-

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Velocar - submitted by Bjorn Gabrielsen

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A Field Guide to Sprawl

Front cover: by Czech painter Eva Koupová. Landscapes and children are her primary subjects.
The cover is based on the idea of seeing the world through the eyes of a child.

The Car Culture Wars

On September 26 the car culture war was waged in the pages of The New York Times Magazine, in the form of the "Autonomist Manifesto." Its author, John Tierney, declares that we need to stop worrying and love the road, for it was the car that set us free.

Although we may not like driving in traffic-clogged cities, writes Tierney, the Autonomists have showed him that the car has been "history's greatest force for good."

Tierney's nonsense suggests that the real indicators of democracy are the choices made in supermarkets and automobile showrooms. The people vote with their wheels, writes Tierney.

And it is their wheels that liberated the "poor from slums," "challenged communism," "powered the civil rights movement," and "freed women to work outside the home."

These platitudes power the populist notion that having a car is all about individual freedom and to oppose road building is tantamount to saying you want the Berlin Wall built again and Stalin resurrected from the dead.

Tierney's car culture war relies on the congestion issue as its driving force (ignoring the litany of other automobile-induced problems). Congestion is "the equivalent of bread lines in the Soviet Union." However, the Communists were better than those elitist carfree advocates because in Tierney's reading of history, at least the Communists didn't "promote a smart diet program urging people to eat less bread."

Car culture isn't only democratic, writes Tierney; it is ecological, too.

Sprawl, on the contrary, is not destroying the landscape. Agriculture has become more



Steven Logan

efficient so "farmers have abandoned vast tracts of land" that have "reverted to nature" and rural areas have lost population. If preserving large eco-systems and wildlife habitat are your priorities, leave farming to agri-business, shop at Wal-Mart and sit in traffic all day.

If owning a car and living in the suburbs is the ultimate populist statement of democracy, then an alternative to automobile-based planning (because roads are planned, they do not spontaneously appear by the Will of the People) is the "rational planning...of class snobbery and intellectual arrogance." In Tierney's view New Urbanists are Le Corbusier's "heirs" because of their propensity for master planning.

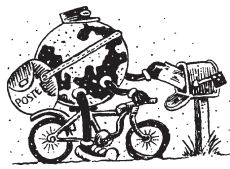
Aristotle is another poster boy for free market thinkers. (In the 1990s a book called *If Aristotle Ran General Motors* was published.) New Urbanists are the "intellectual heirs" of Plato and his idea of the "philosopher-king who would impose order on the unenlightened masses." Soon we will hear how Hitler did not really like riding in his car and preferred cruising around on his bike.

The real radicals, according to the Autonomist viewpoint, are those escaping to the suburbs and beyond, looking to get off the grid and make jam, smoke pot and champion the getting-away-from-it-all attitude that liberated them from the master car bustin' planners.

Alternatives only hurt regular folk. If they lived in the city, cries the author, how would they go shopping on a rainy day with a child in tow? Where would the

Back cover: By Petr Šmalec, the image was used by the Czech initiative Auto*Mat as a con-contrast to the negative image of the Automaton. It is an organic machine beautifying the streets.

Letters



Roeland Kuiper



Zen and the Art of Car Busting

(from Craig Stehr, via Dailyzen.com)

If you haven't attained clear, true vision,

This causes you to lapse into extremes,

So that you lose contact with reality.

Yuan wu (1063-1135)

Books, Carfree Day, and Magic Bicycles

Thanks for reviewing my novel *The Age of the Bicycle*. (In retrospect, it was a mistake to write it under a pseudonym. It causes nothing but confusion.) Thanks also for publishing some information about the EU's official carfree day "In Town, Without My Car!" I'm glad that World Carfree Day will now coincide with the official celebrations on September 22. Here in the USA, our newspapers still don't cover the EU's annual carfree day, even though some Canadian and South American cities participated last year. Perhaps the official carfree days seem inadequate to velorutionary Europeans, but here in the States it would be progress if the annual official celebrations were even mentioned in the press. Thus, any coverage is very much

appreciated by your readers in the USA.

Wolfgang Zuckermann's letter about the ill effects of cars, other than pollution, is on target. However, I have one small correction. Like just about everyone else, Zuckermann vastly under-estimated the number of people maimed annually each year by cars. In the United States alone, according to government figures, over three million people each year are injured in motor vehicle crashes. This figure may be found at <www.bts.gov>. It is much larger than anyone who has not looked it up believes.

I look forward to the day when there won't be giant tanks rolling down each neighbourhood street. Here in central Texas, most streets don't even have sidewalks. But parking lots and highways for cars are still multiplying.

I go my way on foot or on my decorated recumbent bicycle. Children in cars plaster their faces to the window to gaze in awe at the magic bike. They give me hope. So does your publication. Thanks!

Amy Babich
Austin, Texas, USA

Prayer for America's Road Builders

(from Andy Singer, via Chris Dodge, a librarian at the Utne Reader)

"O Almighty God, who has given us this earth and has appointed men to have domination over it; who has commanded us to make straight the highways, to lift up the valleys and to make mountains low, we ask thy blessing upon these men who do just that. Fill them with a sense of accomplishment, not just for the roads built, but for the ways opened for the lengthening of visions, the broader hopes and the greater joys which makes these highways a possibility for mankind. Bless these, our Nation's road builders, and their friends. For the benefits we reap from their labors, we praise thee; may thy glory be revealed in us. Amen."

Environmental Defense Responds

A letter by Andy Singer in the July-September 2004 issue of *Car Busters* completely misrepresents the work of the Surface Transportation Policy Project (STPP) and Environmental Defense on highway toll issues in the US. The letter states that Environmental Defense endorsed Rep. Mark Kennedy's "Fast Act." The opposite is true.

Environmental Defense vigorously opposes Kennedy's bill, which would choke the ability of states and cities to use tolls to improve the transportation network and manage traffic congestion. It limits states' ability to use market tools to solve transportation challenges, would allow tolls only on new lanes, and would restrict the use of toll revenues to expanding highways, barring their use for traffic management, public transportation, or mitigating impacts of roads. It would cut off promising road user fee, pay-as-you-drive insurance, car sharing, or cash-in-lieu-of-parking pilot projects.

There is a better way.

We helped defeat the bill in the Senate in November 2003 and helped craft an alternative bill that would allow road pricing on existing lanes, with toll revenues available for public transportation, bikeways and walkways, and impact mitigation, with public involvement in setting toll project goals and requirements for reporting on performance.

We fought Kennedy's amendment when it came to the House floor in a surprise vote and passed by a modest margin in March 2003. And Environmental Defense helped assemble a coalition of over 45 public transportation, environmental, state and local governments, and transportation industry groups who support the Senate tolling language and oppose Kennedy's "Fast Act."

Contrary to Singer's letter, as of July 2004 the broad transportation spending bill has not yet been enacted. There is still time to defeat Kennedy's anti-tolling proposal. With urgency, car-free activists should ask Congress to protect these important features of current law and to fight the ill-advised House toll road provisions. The carfree movement needs to recognise that transportation reform in America faces an uphill battle in the current political environment.

Let's require accountability and transparency for toll road projects to mitigate their impacts and traffic growth in the US and abroad, with a major share of road user fees supporting alternatives to driving. We can minimise new pavement by doing more to price and manage the pavement we've already got as well as new road capacity.

For more information: <www.environmentaldefense.org/go/transportation>.

Michael Replogle
Transportation Director
Environmental Defense
Washington, DC, USA

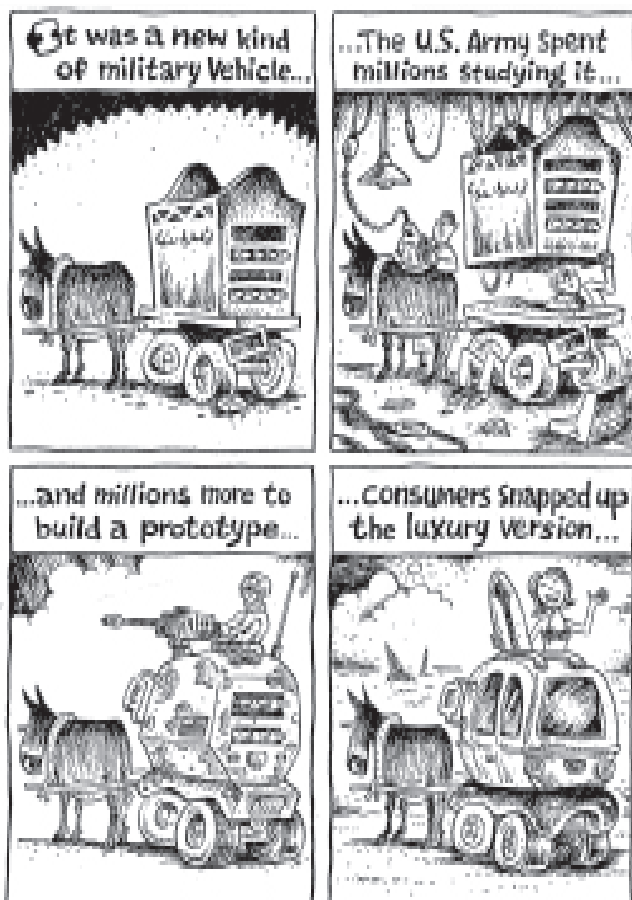
More on Toll Roads

In response to Andy Singer's letter, I am supportive of certain types of toll highways.

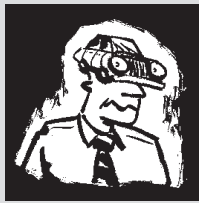
One of the problems now is that in terms of money, highway driving is free, and so highways fill up with cars and there is a strong interest in widening highways. However, adding a toll to existing highways can reduce those problems, especially if it varies with time (i.e., congestion pricing). This will add a monetary cost to driving, more so during rush hour, and will encourage people to travel at different times if possible, or

ROADKILL BILL

BY KEN AVIDOR



"I want Americans to drive. You want to drive a great big SUV? Terrific, terrific. That's America."



CAR CULT REVIEW



Sex With Cars: Kinky Fetish Or Menace to Family Values?

The US television show Saturday Night Live once did a hilarious parody TV commercial for the "Mercury Mistress" – a car specially designed to receive, so to speak, its male owner's member.

But this fetishistic fantasy has become a reality. Thanks to the Internet, there's now a growing autophile community, bringing a new, literal meaning to the activist slogan "Fuck Cars."

"Yes, you might be surprised to learn that there are quite a few of us," says Gnxlover, who runs the Sex With Cars website. "It shouldn't be shocking that some people find cars sexually attractive. After all, car manufacturers sell their cars using sex. How many times are the words 'gorgeous, beautiful, hot, sexy' used to describe a car? What do you do if you are sexually attracted to cars? You find ways to have sex with them!"

Dekhyr Dragon's Guide to Sex with Cars (For Males) basically

spells out how it works – that is, the act itself. Much of this handy on-line resource tells you how to make your own "Dekhyr Dragon Industries (Teledildonics Division) Sexual Interface Unit." In practical terms, this basically boils down to affixing a modified "koozie" (a foam rubber soda can holder) with some electrical tape to the inside of a tailpipe. I kid you not.

"If the car is automatic shift, then put the car in park and remove the emergency brake," says the rather informative Mr. Dragon. "This will enable the car to rock back and forth to your thrusts. If the car is manual transmission, chock the wheels well, remove the emergency brake, and put the car into gear – the higher the gear, the more play the car has. This will also enable the car to rock. Kneel behind the car. Now thrust in..."

Perhaps we'll stop there. But for those of autophile orientation, there's even an on-line discussion

Tomorrow's Vehicles May Smile and Frown

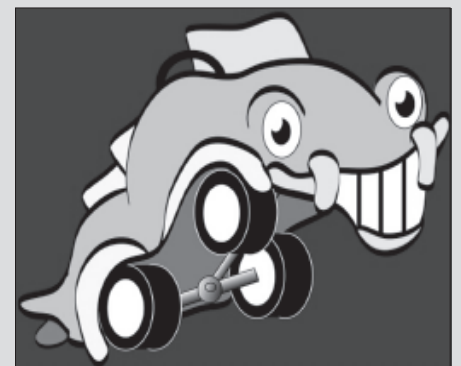
The expression "road rage" usually refers to infuriated drivers who lose their temper and lash out at other motorists. But what if a car could also express anger, crouching low on its wheelbase and glowering with red headlights like a lion about to pounce?

Four inventors working for Toyota in Japan have won a patent for a car that they say can help drivers communicate better by glaring angrily at another car cutting through traffic as well as appear to cry, laugh, wink or just look around.

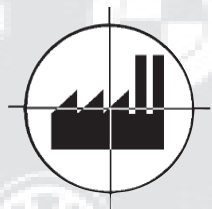
The inventors explain in the patent that they want drivers to have more than a one-note horn and on-off headlights to signal other drivers. The horn sounds the same, they write, whether a driver is asking for permission to cut in front of another car or showing gratitude for having been allowed to cut in front, so other people often do not know what the honking is about.

The patent issued in June describes a car with an antenna that wags, an adjustable body height, headlights that vary in intensity and hood slits and ornamentation designed to look like eyebrows, eyelids and tears, all of which could glow with coloured lights to create different "moods."

The inventors say that these features on cars will make driving more entertaining. In the patent



Childish cartoon or future reality?



Industry Watch

Digging the dirt on your favourite

Industry's Soft Strategy to

Ten years ago, the world's largest car makers and oil companies discovered a brilliant strategy. They decided to outsource their environment and "sustainability" public relations to an organisation that would be seen as more credible. That organisation is the World Business Council for Sustainable Development.

The brainchild of Swiss industrialist Stephan Schmidheiny, the WBCSD's predecessor organisation was originally set up to push a more coordinated "industry position" at the 1992 Earth Summit. It merged with another industry "environmental" lobby and took its current form in January

1995 in Geneva – curiously, the same time and place as the founding of the World Trade Organisation.

As stated back in Car Busters #11, "Their formula seems to be to churn out the criticism about what a terrible state the world is in and then lovingly bestow praise on one or all of their

150 members – consisting of oil, chemical and car companies – about what a real difference they are making to the world."

Or, more subtly, the American NGO CorpWatch observes that "the overall tone [...] is one of reassurance; to governments and NGOs, reassurance that business understands and is voluntarily

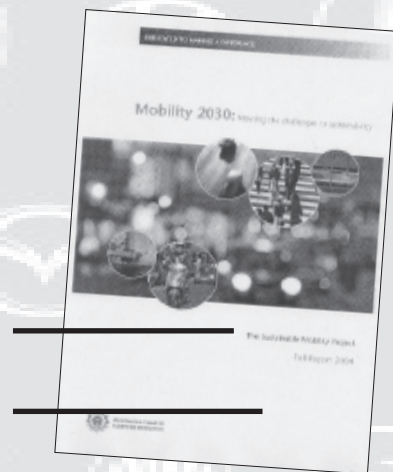
taking action; and to their members, reassurance that things are changing but not too fast; that some action is needed but not too much."

"This carefully crafted tone of heartening ambiguity masks the reality that WBCSD members, along with many other large corporations, have pushed hard [...] for increased corporate power on the global stage," CorpWatch continues. "They have been the primary force behind negotiations [that] give corporations ever greater rights and ever fewer trade and investment restrictions. There is simply no evidence that increased corporate rights has led or will lead toward sustainable

development or environmental protection, yet this assumption underlies the WBCSD philosophy."

On the one hand, this allows the individual corporations and their (other) front organisations to carry on lobbying against cleaner and more efficient vehicles, air pollution restrictions, and

climate treaties – all with as low a public profile as possible. Organisations such as the Coalition for Vehicle Choice, the American Highway Users Alliance, the European Round Table of Industrialists, and the (now-defunct and discredited) Global Climate Coalition are free to speak in the plain terms of neoliberal



ideology without watering down the message with WBCSD's tepid sustainability rhetoric.

On the other hand, industry gains considerable "eco-cred" from the more high-profile WBCSD, which is run by earnest, pragmatic, foot-dragging do-gooders. It highlights anything "good" that its member corporations do – largely profit-making techno-fixes – while ignoring blatant transgressions.

A recent example:

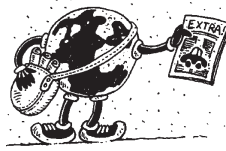
1. Ford successfully lobbies to throw out a California law requiring the introduction of "zero-emission vehicles."
2. Free of a legal obligation to sell electric vehicles, Ford wants to scrap rather than sell its 350 leftover EVs, despite a market demand.
3. A Greenpeace campaign pressures Ford to sell its electric cars to a Norwegian company.
4. Ford meanwhile releases the "Escape," a hybrid SUV, which although better than other SUVs, is hardly the epitome of sustainability.
5. The WBCSD, without mentioning events one to three, touts the merits of the "Escape."

To the WBCSD, voluntary gestures such as producing the "Escape" stand as arguments for why industry can solve "mobility problems" on its own and should therefore not be regulated or restricted by actual legislation (though the Ford example proves otherwise).

The latest chapter in this sad story is the July 5 release of the "Mobility 2030" report by WBCSD's Sustainable Mobility Project, a four-year collaboration between

“
To the authors of ‘Mobility 2030,’ there is nothing inherently unsustainable in the growth of the world’s automobile population, as long as these vehicles are powered, eventually, by

World News



Dopravní podnik - Prague

Europe

Dublin Brings Back the Tram IRELAND - The tram lines have returned to Dublin after being closed down and the tracks removed in 1959. When the Harcourt Street line closed in 1959 (which re-opened this summer as the Luas Green Line), the head of the government-owned transport company claimed that the rail line "went from nowhere to nowhere, and served nothing in between," according to Platform 11, a lobby group supporting integrated rail transport in Ireland.

However, attitudes have changed. The Rail-way Procurement Agency says around 700,000 passengers have used the Luas Green Line since it began a full paying service on July 5, according to RTE News.

The 9-km light rail line will be joined by a further 15-km traditional tramway.

- compiled from sources

Lyon Greens

Out-Park Right Wing

FRANCE - Ecologists and carfree advocates in Lyon have been somewhat surprised that the city's current Green-Socialist-Communist coalition government has ended up in some ways worse than the former centre-right city council headed by Raymond Barre, who brought in a tramway line, built a few bike

paths and refused to build more than 1,000 parking spaces in the city centre.

Under the Greens, citizens have witnessed a demonstration of Formula 1 race cars on the city streets [Sept. 5 – see Action pages] and can look forward to 5,000 new parking spaces. Gilles Buna (former Green mayor of Lyon District 1), now in his role as deputy mayor for urbanism, is counting on converting all available space into parking. "Parking is effectively the problem number one of the district," Buna said of his district back in 2000. "As soon as I was elected, I asked Raymond Barre for more parking construction."

Buna says that today it is not reasonable to fight against the car. "Maybe in 20 years, when Lyonnais people have understood and accepted that in town we must move ourselves about in a different way" (Lyon Magazine, May 2000).

Fortunately, Buna's parking spree is meeting fierce opposition from local inhabitants, which has so far prevented construction at Place Morel and Rue Neyret. Now residents are fighting a planned underground parking lot of 400 spaces at the Gros-Caillou that Buna is defending tooth and nail. "If we had decided to build a parking lot of 700 spaces, open to the general public, then we would be following the logic of automobile development. But, this

is not the case. To the contrary, it's a matter of 400 spaces of which half are reserved for residents" (Le Progres, April 6, 2003).

So now trees are being felled to make way for this underground parking lot, and Buna is justifying it with the lie that the trees are sick and old. (See photos at www.casseursdepub.org/

The Middle East spin, these are not parking spaces, but "parcs résidents" and "coulées vertes."

"Excessive solutions [not constructing more parking] are anything but ecological," says Buna. "Ecology is about maintaining balance."

- Vincent Cheynet

No Room for Cyclists

RUSSIA - The Centre of Ecological Initiatives believes the development of bicycle infrastructure in St. Petersburg absolutely necessary, according to its head, Alexander Fyodorov.

Fyodorov says that more St. Petersburg residents own bicycles than cars, based on the results of a survey conducted in July. However, he says, there are practically no bicycles seen on city streets due to the lack of cycling infrastructure.

However, the centre is working

Asia/Pacific

paths on the city roads, and it will approach the city with the proposal.

At the same time he said that [the city administration] "takes a negative stand toward introducing bicycle infrastructure. It had opposed building bicycle paths in the city during the city general development plan discussions, saying that there is not enough room for them and that the northern climate does not allow bicycles to become a transportation alternative."

- St. Petersburg Times, Aug. 27

Beirut Express?

LEBANON - Once upon a time, there was a train running through Lebanon. Now, there are 1.2 million cars. With the capital's streets clogged with traffic throughout the work day, "It's not like we don't need a public transport system," says Firas Abi Ranam of the environmental organisation Green Line.

According to a study by the American University's civil engineering department, the average driving speed of Beirut's cars will slow down to 5-7 kph if the trend continues.

Reviving the train system, which first opened in 1895 and shut down in 1975 with the onset of civil war, would be a difficult thing to do, Abi Ranam says, but has the potential to be profitable for the government.

Thus, Green Line has started a campaign for sustainable transport with funds from the Heinrich Böll Foundation. Since 2002, the group has conducted research on the transport system, made a documentary featuring several old train stations, and been an all-around thorn in the side of the Transport Ministry.

- Daily Star, August 17

Silk Road Spin

At a recent international Symposium on Regional Economic Cooperation, co-sponsored by the United Nations Development Programme (UNDP) and the Chinese government, the New Silk Road, a combination of road and rail was thoroughly endorsed by all.

Formerly known as the New

The Americas

New Silk Road "stretches from Lianyungang on the east coast of China to Rotterdam in The Netherlands [140,000 km of road]. It has been acknowledged not only as an important transport passage linking Asia and Europe but also an economic corridor with great potential."

According to the BBC, the project aims to increase the volume of transport along the pro-posed route to 34 million tonnes by 2010 from 1.9 million in 1997.

Interestingly, the phrase "New Silk Road" was repeated 13 times in the above-mentioned UNDP document. The name change may suggest an unwarranted nostalgia that prevents a more realistic discussion about who will benefit

from this massive project and what the cost might be.

At the symposium, a special session was devoted to tourism development. In typically vague language, the UNDP writes that "tourism experts" explored ways and means to develop tourism and at the same time "preserve the environment which is vulnerable."

Furthermore, a 1998 BBC article reports that the bid to re-establish Eurasia links "has been spurred by the wish to unlock the vast oil and gas reserves of the Caspian Sea."

- compiled from sources

Environmental Advocates Take on Indian Government

INDIA - Accusing the Indian government of a marked pro-industry bias, nearly 70 leading Indian environmental organisations and campaigners launched a nationwide drive on September 16 to pressure it to adhere to environmental standards before approving projects that are damaging the country's fragile ecology.

The petitioners, who include prominent advocates and researchers, launched their

In Brief...

UK - The great crested newt – the largest of the newt family – has seemingly succeeded in knocking from the political agenda the construction of a bypass in Lancashire County, after an environmental impact assessment report revealed that its habitat would be threatened. One local Minister of Parliament said, "what I find the most perverse about the report is that it seems to put bats and newts before people."

- Morcambe Today, Sept. 1

SCOTLAND - Aberdeenshire Council will adopt new national guidelines drawn up by road safety experts which will see the removal of flowers from accident scenes after 30 days. The placing of permanent roadside memorials will also be discouraged completely. It follows concern from safety experts and motorists that distraction and uncontrolled pedestrian activity could lead to a subsequent crash or fatality at an accident scene.

- Velorution.blogspot.com, Aug. 27

CHINA - 200,000 spectators crowded into the newly

built Shanghai International Circuit to watch the inaugural Formula 1 Grand Prix on September 26.

Although the price of admission to the race averaged 2,500 yuan (US\$300), tickets were sold out several months before hand.

"These racing events create a stage for China's automobile manufacturers to perform on," said Professor Lu Deming, Director of the Economics School at Fudan University. The China Grand Prix will accelerate the town's emergence as an international automobile centre.

- China Daily, Sept. 27

US - Talk show host Oprah Winfrey, in her season opening show, surprised her audience by giving each of them a new car. "We're calling this our wildest dream season, because this year on the Oprah show, no dream is too wild, no surprise too impossible to pull off," Winfrey said.

Audience members responded by erupting into

Action!



Formula for Trouble

Shocked that the Green-Socialist city council would allow Formula 1 cars to roar through the streets of Lyon's city centre, five local activists decided to take matters into their own hands and alert the population to the dangers of the automobile.

During the September 5 event, they jumped over the security barriers and ran on the track towards the starting line – delaying the official programme for one hour, and causing the cancellation of one of the scheduled events.

The activists hailed from Regroupement Pour Une Ville Sans Voitures (Group for a Carfree City) and Casseurs de Pub (the independent French version of Adbusters). They were jailed and then released in the evening.

- compiled from sources

Pedestrian Sundays in

Toronto's Kensington Market

The last of seven Pedestrian Sundays this summer in Toronto's Kensington Market happened August 15. Kensington is a multi-ethnic market spanning an approximate three-block square radius, with food and merchandise from countries in South America, Asia and Europe. Used clothing shops, cafes, bars and private residences all co-exist in a unique place to shop and

hang out.

Pedestrian Sundays saw many more visitors than on other days, when shoppers routinely walk from store to store to buy up fresh produce, dried goods, meat, cheese, etc. Dancers, musicians, public speakers and others put down their cardboard, soap boxes, blankets as they entertained, annoyed or just had fun in the public space.

Pedestrians were able to gaze dreamily about without the worry

The Americas

Kensington Market. As one of the only carfree areas in Toronto this summer, the streets of Kensington Market are a controversial choice.

As a busy market serving customers who drive as well as cycle or walk to go shopping, the fun and celebration is not what merchants here are interested in, but the colourful atmosphere and community spirit is really why the activist groups, residents, and City of Toronto supported and funded Pedestrian Sundays. For more information on the street closure visit www.pskensington.ca

- Lisa Logan

World Carfree Day

In São Paulo, Brazil, local bicyclists took to the streets for two bicicletadas (Critical Mass rides);

sadly even though an estimated 400,000 people cycle in town every day (most out of economic necessity), only about 50 bikers showed up for both rush-hour demonstrations. San Luis Potosi, Mexico, held a gathering at a local park and there was a bicycle ride on September 26 from Plaza de Los Fundadores to Parque de Morales, with the participation of a local congressman and leading environmentalists. Local activists also demanded that authorities fund the construction of bikepaths, locally and nationally, reduce fatal accidents, and ensure that cars obey traffic laws. In Morelia, Mexico, a bike trip around the city was designed to improve public attitude towards bicycles and to show the authorities the need for bike paths.

North of the border, many cities in the United States held their very first carfree day, including Oakland, California, whose city-sponsored event took place on a downtown plaza created several years ago by permanently closing two streets. A "transportation fair" featured prizes for carfree commuters. Nearby Berkeley combined its first ever carfree day with the popular "How Berkeley Can You Be" event on September 19. A few blocks were closed downtown, with one full block of carfree-related exhibits, a "carfree stage" with local musicians, and a "carfree cafe." Also on September 19, Shift and City Repair organised the closing of four blocks to automobile traffic in downtown Portland, Oregon, for a street fair with workshops, music, art, activities for kids, information booths and more.

Europe

Madison Environmental Group held a "Two-Week Car-Free Challenge," in which 280 people committed to reduce their car use. Participants got a chance to win a free bike and a kayaking class, among other things. On

September 22, about 50 people gathered on Capitol Square to enjoy coffee and pastries and kick off the event. People could sign up for a free car-sharing membership. Local politicians spoke and the event was covered on local TV and radio stations and in newspapers.

Southern states were also home to carfree day events. Decatur, Georgia held an official carfree day, with the mayor inviting citizens to join him for a special noon-time concert. In Orange and Durham Counties, North Carolina, organisers offered prizes to those who pledged to go carfree or “car-lite.” Public transit was free in Durham County (it is free year-round in Orange County). Celebrations took place in both counties, and the events were advertised on radio, in newspapers, on the web, and on buses.

In the Great White North, Ottawa had a partial street closure, with two of three lanes closed for five blocks downtown. This was the city’s second carfree day; last year there was a full street closure (two blocks). In Halifax hundreds of citizens came out to dance, cycle, jog, walk, skate, and pogo (all things motor-free) in the streets. At the end of the “Grand Parade” there was a party with live entertainment, speakers, free bicycle repair, table displays, free food and more. “Carfree in

Montreal was a hit,” writes Corinne Smith. “St. Catherine Street hasn’t looked more European since the Rebellion Riots. Crushes of people were everywhere, store-owners were happy, and the salivating media almost wet their pants when the mayor tooted around in a demonstration electric car.”

Osje ki Zeleni organised carfree day events in Osijek, Croatia. Events partially focused on highlighting public transport services, in cooperation with the city’s public transport company. They also organised a visit for students to the public transport company where they learned about historic trams. Several dozen free tram tickets were offered in cooperation with Osijek’s Croatian Radio station.

Zagreb saw presentations about the carfree movement, and activists spray-painted curbs that urgently need to be levelled. On World Carfree Day, there was “Breakfast on the Asphalt” and walking races with people wearing gas masks. The winners got bags of goods from a local bakery that uses rickshaws to deliver some of its goods.

Later, several people pulled a car onto a local square, passing cafes where the customers reacted in varying ways. The oddest response was from a person who called out, “Go and



Jelena Curcic, Novi Sad

sit in a cafe like normal people!” A local grassroots theatre group, in cooperation with the New Life Theatre of the Blind, put the car on trial. After the players found the car guilty, a team of cyclists towed it away and took it around the block.

In Serbia and Montenegro.

Asia/Pacific

cities: Novi Sad on September 18 and Kraljevo on September 19. Bicycle clubs offered free repair services, local ecological and sports organisations promoted healthy living, and kids decorated the city square with chalk drawings. Creative workshops saw participants drawing on old t-shirts and learning how to reuse old inner tubes. At ReCycle’s info stand people could sign a petition for more bike lanes and bike parking.

In Novi Sad around 450 cyclists went on a six-kilometre ride through the city; in Kraljevo there were around 150 participants.

The citizens of Kraljevo got new bicycle parking on one of the river beaches (usually crowded with cars). A film night capped off the day’s festivities. The events had good media support, as local TV, radio and newspapers were all in attendance.

In Prague, Czech Republic, the local Auto*Mat initiative organised an exhibit at a local club/gallery. On two evenings, there were film screenings about cars, bikes, and public transit. World Carfree Day itself featured a carnival on a downtown square with info tables, a tent with



Sara Stout, Portland

Dealing With a Contradiction:

For years, motorists have used their cars to find peace in the countryside. But as Sean O'Connell shows in this abridged version from a chapter in his 1998 book *The Car and British Society: Class, Gender and*

by Sean O'Connell

Although much of the criticism levelled at the car was a result of its threat to human life, there was also controversy over its impact on the countryside.

At its heart is the conflict between images of the countryside held by middle-class urbanites and suburbanites and the economic realities faced by those who lived there. Car ownership allowed many to indulge their fantasies about rural life, whether by visiting the countryside regularly or by establishing a new home there.

There was, though, a contradiction inherent in this development; for although the car enabled them to enjoy rest and solitude in rural surrounds it was also increasingly identified as a major factor in the despoliation of the countryside.

Several historians have identified the growth in interest in the rural traditions and landscape of Britain that emerged from at least the mid-nineteenth century.

Although the nation had become predominantly industrial, the ideology of "Englishness" remained suffused with ruralism to a remarkable degree. Rural life fascinated writers, artists, politicians and the public. This interest reached its zenith in the interwar years in the movement to the great outdoors.

on the consumption of an almost imaginary traditional rural world encouraged the continual encroachment of modernity into that environment. The car's role in this process was central, both symbolically and materially. Its position as transport for the individual family made it the perfect facilitator of the intensely personal "away from it all" immersion in the beauties of the countryside.

Yet, at the same time, the arrival of large numbers of motorists in rural Britain threatened to destroy traditional life there.

The Car and the Countryside: The Motorist's Perspective
Discussion of the car and the countryside in the pages of *Autocar*, *Motor*, numerous one-marque magazines and various guides were formulaic. Their pages were filled with reports of journeys through rural idylls, stories of the simplicity of country living, rural legends, and hurried visits to historic sights, churches and castles punctuated only by halts at quaint tea shops. There was minimal discussion of the people of rural Britain. So, much of the motoring equivalent of the general countryside literature followed a familiar pattern, but the voyeur's mode of travel – the car – created a sense of irony in the relationship between motorist and countryside.

Many motoring writers evaded the question of the changes the car would inevitably bring to their image of stable, traditional, rural society. Another response was also one made by Shell [Shell Guides] in skillfully exploiting the tension between motoring and rural preservation. The company's advertising made use of pre-existing concepts of the countryside as a utopian world holding residues of history.

From 1923 the company began removing its advertisements from rural locations, replacing them with a celebrated series of "lorry bills" by artists such as McKnight Kauffer, Paul Nash, Graham Sutherland and Ben Nicholson. Their work placed the car centrally in "natural" or "historic" scenes which were depicted in a striking modernist style. The countryside was thus caught up in a tense movement between a traditionalist display of nature, conditioned by the cyclical time of the seasons, and a stylised celebration of the machine, with the car representing the irreversible progress of time.

However, there was a price to be paid for the access to rural beauty offered by the car. Finding themselves overlooking a beauty spot, the protagonists of *Family Holiday* are jolted from their musings by evidence of the modern world. At first they enjoy "a strange indefinable sensation engendered by the sea of



greenery down below, steadfast yet ever moving, seeming solid yet known to be well-nigh as insubstantial as a dream." But they are brought back down to earth by "the inevitable orange peel, cigarette cartons and other litter always to be found in beauty spots." They are also disillusioned by the unsightly corrugated iron shacks selling sweets, postcards, pottery and illustrated books to motorists visiting Devil's Bridge in Wales. This is one example of a tourist industry that was already making itself felt in rural areas by catering for an increasingly mobile urban society. This was a rural Britain, to be consumed by wealthier members of urban society, whose ideal inhabitants were picturesque reminders of a romantic and simple past. However, the car took middle-class motorists on a nostalgia trip during which they found their image of rural life jarred by the realities of the modern world. For modernity meant that the car, and motor transport more generally, was followed into the country by garages, roadside advertising, ribbon development, and road traffic accidents.

Beauty Sacrificed on the Altar of the Speeding Motorist

As ownership levels grew massively after the First World War, the car was subjected to a barrage of invective by a group of self-appointed defenders of the countryside. [I]t was the philosopher C.E.M. Joad who proved to be the most consistent campaigner against the car in the countryside.

Joad's most detailed assault appeared in *The Horrors of the Countryside* in 1931. In very colourful language he denigrated the activities of the motoring

classes who had disrupted his relaxing country walks. He likened the irritable noise of cars on country roads to "a regiment of soldiers" who "had begun to suffer simultaneously from flatulence." Joad depicted the motorists within their machines as being "strained and angry" and in "no frame of mind for aesthetic enjoyment." They were only interested in passing each other and were completely cut off from the country and its sounds, smells and silence. Indeed their horn blowing, which Joad likened to a "pack of fiends released from the nethermost pit," destroyed that silence.

For Joad, motorists were the most hated intruders in the countryside because of the maelstroms of destruction they created. They were worse than the hiker because they devastated a wider area. Of course, as a hiker himself, Joad had more than a passing interest in defending the walker against the motorist.

However, as was the case in the urban environment, motoring had a growing and fundamental economic importance in the countryside. It was also being used by the influential professional and commercial middle-classes who might otherwise have been supportive of measures to reduce its part in the despoliation of rural Britain. Even the most outspoken of its opponents offered no firm solutions to the car's part in the erosion of the countryside.

In fact, the arrival of large numbers of motorists in rural Britain, at a time of agricultural

depression, provided many "butchers, bakers and candlestick makers" with new money-making opportunities. On occasion they even ensured that motorists got their cake, served in one of the newly opened "Olde English tea rooms."

Rural Antagonism Towards the Motorist

Motorists were the most hated intruders in the countryside because of the maelstroms of

It is a generally accepted belief that urban visitors, motorists particularly, have not always been welcomed in rural Britain. This was certainly true in the case of the earliest motorists. The Royal Commission

on the Motor Car of 1906 found that the car was viewed disapprovingly by many rural dwellers.

Graves and Hodge's *The Long Week-End: A Social History of Great Britain 1918-1939* provides evidence that country-people's hostility towards the car could match in physical violence the verbal assaults of Joad and others. They reported that "country people grew to hate cars for their noise, smell, danger and the unconcerned bearing of the drivers, and often encouraged children to pelt them with stones and line the road with glass and upturned tacks to cause punctures." It would appear that Autocar was referring to such issues when it reported, in 1919, that it was common for children and others to throw stones or bottles at cars. In July of that year the AA, an automobile association founded in 1905, offered a reward of one guinea for information



about people who were placing broken bottles on roads.

The danger caused by increased motoring was a further cause of friction between motorist and country-dweller. The treatment of road accident victims caused a serious drain on the resources of many rural hospitals. Smaller cottage hospitals on popular motoring routes were most vulnerable, at times becoming "weekend casualty stations" (Manchester Guardian, March 28, 1928). It appears that even cottages near danger spots could become unofficial dressing stations for "dozens of cases in a single holiday season" (Graves and Hodge).

The damage done by the car to rural roads that had been designed to take the strain of more traditional forms of transport was another source of annoyance to the rural community. A string of witnesses who appeared before the Royal Commission offered gripes about the dust clouds raised on rural roads by motorists. Farmers complained about dust spoiling crops; those living beside busy roads complained of it entering

their homes; and a writer even complained that her typewriter was ruined.

The appeal of speed traps to magistrates, police, rural councils and many of those who lived in the countryside was a large one. This was particularly the case until 1920, from which date the fines imposed on motorists found guilty of breaking the 20 mph limit no longer went to the local purse.

The final cause of the country person's ill-feeling towards the motorist was what Graves and Hodge described as their "unconcerned bearing." The privileged social position of early motorists, together with the facility the car offered for anonymity and a speedy getaway encouraged some appalling behaviour. John Drysdale, a tenant farmer from Stirlingshire who represented the Scottish Chambers of Agriculture at the Royal Commission in 1906, testified to that effect. His horse-drawn milk van had twice been crashed into and on both occasions the car had fled the scene.

On other occasions Drysdale

claimed to have seen motorists "jeering and laughing" after having forced a horse into a roadside ditch. Schooled on a literature which encouraged them to envisage the countryside as a playground in which they could indulge their interests, most motorists were not well versed in knowledge of the real life of agricultural Britain. Ill-considered behaviour or comments about the "simplicity" of country folk were guaranteed to raise the hackles of any harassed farmer or other rural residents.

Many motoring families were also accustomed to having servants clear up after them and expecting country dwellers to do likewise caused offence.

The Scottish committee also mentioned the motorist in connection with the continuing shortage of housing for the rural working class. One factor increasingly associated with the shortfall was the "growth of the weekend habit." Wealthy townspeople were acquiring former agricultural cottages "bought because of their picturesque character and brought up to date with all





by Steven Logan

A thousand feet up and a one hour bike ride from Hereford, England, lives Richard (72) and his family [pictured above, circa 1990]. Richard cycles 14 miles a day to and from his work on an organic farm and has a wild enthusiasm for uphill bike rides, spring water, and reject carrots.

Car Busters caught up with him and his family on a visit to Prague.

CB: How do you and your family get around without a car?

Richard: For years, we [the family] enjoyed riding a tandem and then a three-seater bike. We turned the three seater into a four seater. And there was a marvellous moment in our cycling life when we rode through Paris with a triplet and four of us on it. We had a huge trailer behind us, and all the French leant out of their car windows and cheered.

Then we moved to the countryside. It's very isolated and

one of the great joys of riding is that from where we live you can't hear a single car ever. There is one small road, 200 metres off, but you never hear the traffic.

I just love the three or four mile uphill climb back to home. We live a thousand feet up, so it's a real challenge getting home. Joshua [Richard's eldest son, aged 21]: It works due to being equidistant in terms of time of travel from three towns, which is roughly an hour [by bike] from Hereford, Monmouth and Ross-on-Wye. The bus takes 40 minutes, and so an extra 40 minutes on your round trip isn't so bad. The other thing is that the bus runs 200 metres away at the bottom of the lane.

When it is absolutely essential we use a car because bringing 50 litres of spring water back needs a car, you can't do that by bike. We have done it with a neighbour's van while delivering Acacia [Richard's youngest daughter, aged 14] and some of the neighbour's children to a drama group and part of the round trip involves stopping and collecting the water so it's integrated into that trip. We do everything we can for the trip.

Richard: If you have a car you don't have the possibility of creating a family home. You get into the car and go shopping or

go on an expedition, so you are not centred on the house you are living in.

Joshua: Coming from a person who talks a lot about doing family things together, going on an expedition would seem like an ideal way of creating a family spirit, but we can't go to the Black Mountains together because they are too far to walk to or cycle to easily.

I am merely pointing out the slight inconsistencies in Richard's opinions about the damage the car causes to the family without mentioning how it actually gets used.

CB: Were there any difficulties with living without a car in the countryside that you overcame?

Richard: I think the difficulties are when we have to move something large. Rarely, we have to ask a friend with a car, but I can't think of anything that you can't achieve by bicycle or bus.

Everyone says to me that it is amazing that you cycle to work every day for seven miles, but 25 years ago one guy cycled 507 miles in one day. I think it is probably still a record. That is something like 22 mph for 24 hours non-stop.

CB: Joshua mentioned spring water?

Richard: That is now overcome



Working at the Carrot

in Carfree and organic on a farm in the Czech Republic

by Steven Logan
photos by Tanja Eskola

In late August, we made the trip to Mrkev (Carrot, in English), an eco-farm and civic association in the Czech Republic, because the group of young farmers live carfree. Once there, conversations quickly turned to wholesome grains and summer apples, hand tools and tractor-free living. Although our conversations were not always on the topic of transport, we realised that carfree living and growing organic garlic have more in common than we had first imagined.

This story does not begin with garlic, but rather with the people who have laboured for

two and a half years to make this former turn-of-the-century brick yard into a working, organic farm. They do not have a car, nor a tractor, electricity or running water. They grow fruit, vegetables, and herbs. This past year they had an especially good garlic crop.

They farm by hand and build and make repairs with hand tools, opting for an intimate connection with not just the end product, but the work process itself. For example, they are currently building a new roof and floor for the attic of their house – 100m², all by hand. They are hand planing the floor boards smooth enough so they can walk on them barefoot.

“We use a lot of hand tools and we sharpen them and we break them and then we learn to fix them. We start to understand the essence of the tools,” says Síma (pronounced Shima), who, along with Katka, started the farm.

“We have to learn a lot of different crafts to be able to do all the simple things. The value of learning all of these things is much greater than the money I save on not using the chainsaw.”

Thus, their desire to be without power tools is not only about

saving energy (which they do not have, anyway), but about a connection with and a devotion of one’s energy to processes by which houses get built and plants grow.

“This way of life is satisfying in all ways,” says Dasa (pronounced Dasha) one of Mrkev’s farmers.

“I prefer to spend more of my own energy for the plants,” says Katka. The end result might not be as “big or shiny” as the supermarket variety, but the quality can be tasted.

Síma calls the farm a kind of experimental institute where when something fails it is not thought of as a failure, but something interesting. “I am not looking for fast results; no one here is.”

When something takes a



"I try to go as far as possible," explains SÍma. "We would never be able to transport [logs] without a tractor, so we use a tractor, but if there was another sensible way, we would use it. And if I need two sacks of cement I go by bike; if I need fifteen I order a truck." (SÍma later remarks that if we, as a society, didn't keep animals, we could put forests on 90% of the farming land and then we wouldn't have to use tractors to get wood because it would grow just behind our yards.)

Mrkev's farmers not only devote their energy to life on the farm, but also to defending their farming methods and lifestyle to various people, particularly when it comes to pesticide use. Every year locals tell them that they cannot grow garlic without spraying it, but every year they grow it without. "They don't even really believe us...they very often say you have to dip the clove in chemicals before you put it in the ground and then you have to spray it, but [their garlic] still rots," says SÍma.

"[And the locals say] this Gypsy guy around the corner [whose] field was overgrown with grass was just growing garlic in the

growing methods quickly turned to problems further off, in cities like Prague. Without a car, transporting fruit and vegetables to markets in nearby cities can be difficult and costly.

In order to sustain themselves financially on the farm, says Katka, they would like to start selling their garlic or fresh fruit in Prague, but the transport factor is a major difficulty: "The price that we would get for it wouldn't cover the transport."

First of all, says Katka, it takes

they know who will like it."

"Or, even sell it on the market," adds SÍma. "I don't think it is a problem to fetch shipments with a transport bike from the train station and deliver them; it would be easier and faster than with a car. We were originally interested in find-ing a person in Prague who is into bicycle trans-port and who wants to deal with our organic vegetables, and not just ours, but others."

Katka believes that Community Supported



Katka and SÍma, standing in front of their house, have Agriculture in the USA, which works



grass. His garlic was so big and he never went there to weed. They complain that it is not fair, he is lazy and he has good garlic. It's possible."

Katka believes that the local people are re-sistant to such change because for two generations, this has been the way it has been done. "They see it and hear it everywhere."

Discussions about difficulties with local acceptance of organic

two or three hours to get there by train. Secondly, it needs to be collected at the station. And if the farmers want to sell something in a shop, they have to go and physically take it there.

Even if there is someone to pick up the vegetables from the train station, it can be quite expensive. "If it's a bag up to 50 kg then it would be more expensive than a ticket to Prague, so it would be easier if I bought the ticket and went with 100 kg with me as luggage, but it is wasting one person who should be on the farm."

Bypassing the shops altogether would elimi-nate this problem of pick-up. "If we find friends in the town that we want to sell [to] and are interested in the whole idea, [maybe they can] go to the station and take it into the shop. Or better, they don't bring it to the shop [and instead] they distribute it to the other people

well in the US and Britain, is one answer. CSA is a strategy to connect local farmers with local consumers, dev-eloping a regional food supply and strong local economy, while respecting the knowledge and experience of growers and producers working with small to medium farms.

One interesting possibility finds families investing in the crop at the beginning of the season, and so sharing in the expenses at the outset. "Of course it is a risk if there is bad weather and the harvest is not good. They are sharing the risk with you," says Katka.

It is about teaching people about farming and reminding them that living in a sustainable way is not just about shopping at health food stores and buying organic produce, it is about collectively "sharing the risk of this planet."



From the Country to the City...and Back

Stephan Hübner
Ockstadt, Germany

We [Stephan and his wife Isabel] aren't totally in the countryside, but in a rural part of a small town.

I've never owned a car. I've had a driving license for 16 years, but I have only borrowed a car two or three times a year for moving or transport or emergencies.

Living in the country, we can see where our food comes from. We do our shopping at a small, local organic produce store and sometimes we buy things directly from organic farmers in the area. All around us are fields and orchards. Some locals sell their extra harvests from their home gardens or fruit trees (cherries, apples, pears, plums, walnuts, etc.).

To get to work [Stephan works for BUND- jugend Hessen, the local youth branch of the German environmental group BUND, in nearby Frankfurt, population 650,000, where Isabel also studies, so both commute fairly regularly], we generally combine the bike with the train. Our one hour journey involves a 10-minute ride to the station, half an hour by train, and then another 20 minutes by bike. If the roads are very icy or it is raining a lot, we can also take the bus.

I'm constantly amazed at how many jobs can be done by bike. There are some clever transport bikes, but for most jobs all you need are some useful watertight panniers and a proper rack. Our

bikes (even the tandem) have hook-ups for trailers. We have three different ones: nice, old, and stable wooden trailers which you can use to carry shelves, beer tent equipment, an apple wine casket, 12 crates of bottles, dogs, people, etc.

In addition to regular bikes, we have also used folding bikes for those times when we would have to pay to take the bikes on the train. Plus, we use a tandem to pick each other up from the train station, etc. (Tandems can be wonderfully ridden alone.)

We don't have kids, but we know plenty of families, some of them with four or five children, that are able to live completely or partially carfree through use of bike trailers, vacations by train, and the occasional use of a neighbour's car.

In town you're more likely to find people who also live without a car, while in the country-side almost all people assume you need a car. I think that here, people consider living carfree as something "exotic," but it's often something admired as well.

I enjoy the fact that here in the countryside people greet each other. Of course this is only possible when you're not sitting in a car.

Will Engel
Kingston, Ontario, Canada
I live in Southeastern Ontario [about half way between Toronto and Montreal] without a car.

I work as a film technician, a fun and well paying job, but it is in Toronto. Getting back and forth takes more and more energy each time I go, but I'm trying to live full-time in my house.

My house in the country is solar powered. It supplies me with all the power I need. In the future I hope to produce enough electricity to live off, but right now I use an outhouse and get my water from across the road at the neighbour's.

The biggest problem here is distances. I live seven km from the dump and the nearest good grocery store is 25 km away. Water has to be hauled for two km from the neighbour's and my mail is a kilometre to the box and back. I combine all of these trips together to save time and energy. A lot of us use car pool which makes life easier and I get to catch up with my neighbours.

Another problem is that the roads here are dangerous for bikes. There are a lot of big dump trucks on the roads near my house. They can bowl you over in a roar of dust and sand.

While this year I started sharing a car with a friend in Toronto, this past year has taught me a great deal about my mobility. I've realised that just by moving around slower and closer to home my life has become enriched.

Elisa Peter

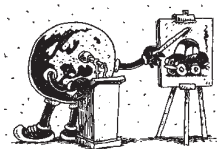
Jokkmokk, Sweden

The first thing people told me was "You'll need a car here!" I had just arrived in Jokkmokk, a village of 3,000 inhabitants lost in the



Elisa Peter, inspired by deities.

Skill Sharing



by Oana Spinu

To most commuters, two wheeled or otherwise, winter cycling borders on an extreme sport, more an endurance contest than a transportation alternative. When the first flakes hit the ground, most people store their bikes (hopefully indoors) and wait anxiously for spring. Winter is unthinkable on a bike, yet normal – if just a bit more tedious – in an automobile. But it need not be so.

Winter biking is fun and it usually gets you places faster than the alternatives (just like during the rest of the year). It takes a bit more effort to dress well, take care of your bike, and to get confident riding on snow, but it is well worth a try.

One of the first concerns is what to wear – a valid concern, as frostbite is nobody's friend. Avoid the urge to overdress. Just like the rest of the year, your body will warm up during a ride. You might even break a sweat. It is better to start off a little cool and add on an extra layer than to be peeling off sweaty layers at -20°C. Speaking of layers, a windproof shell and an insulating layer over a thin layer of wicking fabric on the skin will do just fine. Avoid cotton next to the skin; it will soak up all your sweat

and make you feel clammy. That also applies to socks.

On the topic of feet, your particular climate will dictate the type of boots that are appropriate. Montreal gets pretty slushy, so Sorels or similar, well-insulated and waterproof boots are popular. Not everyone will need chunky boots rated to -74°C, but biking shoes really won't do because they are designed for ventilation, not insulation.

The layering approach can also work for your hands. Use polypropylene liners, medium-weight gloves or mitts, topped off by windproof mitts. You can mix and match layers depending on conditions. And don't forget neck and head gear. A thin, windproof balaclava fits perfectly under a helmet once you take its padding out. You might also want some eyewear to cut the freezing wind and the glare.

Now that the fashion crisis is resolved, you can move on to preparing your bike.

Moisture and road salt (a

mere 4.9 million tonnes of which are dumped annually on Canadian roads) are no friends of bikes. Grease all nuts and bolts, seatpost, stem, and cables; check and repack all bearing assemblies (headset, bottom bracket, hubs, and pedals). You can use sections of tubes to cover vulnerable areas like the headset cups and seatpost to prevent moisture from leaking in.

You might want to use a set of inexpensive parts during the winter, or have a separate bike for winter

cycling altogether. Go for larger, metal pedals instead of plastic ones, and friction shifters instead of rapid-fire or other fancy, complicated shifters which are more prone to breakage.

Don't forget fenders, either home made or store bought. They should be adjusted to leave enough room to accommodate all the slush that will be building up as you ride.

Wet, salty, gritty slush leaves your bicycle dirty, but also washes away lubricant, so oil often – daily, or several times a week. The parts that need oil most are your derailleurs, chain, and the pivots of your brakes. Motor oil will do for everything except the chain.

Check the bearing assemblies (headset, bottom bracket, hubs, and pedals) monthly, clean your frame, hubs, and rims weekly, and



check every few weeks that the seatpost – especially if aluminum – has not seized in the frame. If your bike will not have time to dry indoors, leave it outside. You want to avoid bringing out a still-wet bike as ice can form and parts –



Towards Carfree Cities IV

Nearly 200 people from 30 countries descended on Berlin from July 19-24 for the Towards Carfree Cities IV conference. The days were filled with presentations, workshops, on-site visits to innovative local projects, and social evening events such as a film night, a cultural exchange evening and a closing party with two live bands.

The main day featured presentations by Derek Turner, who implemented London's congestion charge; Erika Jangen, responsible for the European carfree day programme; and Karsten Wagner, initiator of Germany's first carfree district. It closed with a bittersweet story from Markus Heller of how Berlin nearly had its own carfree quarter, until the secret service took the site away so that it could relocate its offices from Munich.

Other highlights included John Adams' witty talk on hypermobility, Sajay Samuels' eloquent warning about the subtle dangers of designed spaces (opposite), and the many workshops that featured the

foremost thinkers and doers in fields ranging from carfree housing to carfree days to non-motorised transport in the "Majority World."

Thursday saw conference participants mount up on

New

Towards Carfree Cities V Clean Air Action Group in Budapest, Hungary, is set to host the network's annual conference in July 2005. The tentative dates are July 18-22. The contact person is Maria Somodi: <somodi@levego.hu>. (In all communication, please use subject line "TCFC V.")

The Carfree Institute
The Carfree Institute has existed as a "good idea" for several years, but at the conference things got a bit more concrete. The general idea is to provide training, conduct research, and provide tools and resources for building carfree areas. This would involve links with architects, planners and government. A working group will now be established to

explore the focus, location, legal structure, funding, location, etc., of the institute.

A more detailed description of the institute concept can be found at <www.worldcarfree.net/conference/details.php#institute>. Contact person: JH Crawford, <mailbox@carfree.com>.

Ecotopia Biketour 2005

In addition to the 2004 bike tour, the 2005 ride will also be organised as a World Carfree Network project. Roeland Kuijper, based in our Prague office, is serving as the ride's international coordinator. It looks that the ride will end at the Ecotopia gathering in Moldova in early August; the start point is not yet known. For info, see <www.thebiketour.net>.

North American Hub

World Carfree Network USA is in the process of being registered as a US nonprofit organisation. Initially this will serve to facilitate the network's access to US-based grant-making foundations. Additional roles may develop with time.

On The Train

New

On Friday, July 23, the network held its first Annual General Meeting (AGM). You can find the full minutes at <www.worldcarfree.net/about_us/agm2004.php>. To summarise:

- The network affirms that the role of International Coordination Centre will continue to be entrusted with the current Prague-based team.

- A Steering Committee of seven people was formed to make decisions throughout the year, and to help shape the direction of the network.

- All 26 groups that signed the network charter before the AGM were approved as full Member Organisations. All Member Organisations (including several

New Ideas:

Carfree or Not: The Danger of Designed Spaces

Two days after this presentation in Berlin, people were still talking about it. Nothing else at the conference stimulated so much thought and elicited so much reaction, both positive and negative.

The authors, Sajay Samuel and Jean Robert (colleagues of the late Ivan Illich), have accepted the invitation of Car Busters to respond to readers' questions and criticism in issue #22. Therefore, please read the full article, available at <www.worldcarfree.net/conference/presentations/samuel_robert.pdf>, and then send in your questions as soon as possible.

The presentation served as a note of caution, having found that both "car busters" and "car defenders" agreed on fundamental assumptions while disagreeing on details. The four assumptions are Design, Space, Speed, and Needs.

The following is an excerpt of the article:

"We sympathise with the reaction of 'car busters' to the asphalt desert laid down by previous generations of architects, city planners, urbanists and engineers. The justified anger of 'car busters' can however be blind: sometimes the anger which fuels resistance can tighten the chains that enslave. This is particularly true if and when, as we have argued, carfree designers

share the same assumptions of those who have erected that horror.

"Dwelling is an art and each people dwelt differently – from the cliff-hanging Dogon to the marsh-Arabs in Iraq. In designing spaces to satisfy needs by changing the speed at which people are moved, 'car busters' run the danger of deepening the enslavement of people. They would be the advance party of the new transport system in which men, women and children believe that it is natural to live in space, be consumed by needs and be in an incessant speed race against cars, buses, and trains.



The Impossibility of a Balanced Transportation System

Most contemporary transportation reformers advocate a "balance among transportation modes" or a "level playing field" among the various "options" or "alternatives."

In his paper, Randy Ghent

notes a surprising absence of debate as to whether such a state is possible, let alone desirable. Is the ideal trans-portion system simply a matter of personal choice among a palette of what could be peacefully co-existing options, as market ideology would suggest? Or does the rise of one mode typically occur at the expense of another, such that our priorities must be decided collectively rather than individually?

Each of the three urban forms that humanity has inhabited since the beginning of history – Pedestrian City, Public Transportation City, Car City – prioritised a single transportation mode and therefore lacked what we call balance. But what would the structure of a "Balanced City" look like, and what might be its repercussions on society?

Concerning the allocation of road space among the various modes, the "balance" doctrine permits three options: (1.) space per mode according to "need," (2.) allocating space to achieve equality among modes in terms of "modal split," or average percentage of trips per mode, or (3.) equal space per mode. For several reasons explained in the paper, only option 3 is viable. (In addition to road space, we explore "balanced" allocation of public funds.)

The paper then discusses which modes are compatible in the same lane space, and





Ecotopia Biketour 2004

n Vienna to The Netherlands in 40 days, through the eyes of the tour's

by Roeland Kuijper

A literally smashing "One Less Car" action in Vienna opened this year's

Ecotopia Biketour, which united 50 participants from around the world for a five-week voyage across four European countries.

We towed a car, as if it were the golden ox, behind our bikes through the streets using six bikes plus a three-person tandem. Leading the rest of the bike tour procession was a guy riding a tall bike. We dragged the unholy into the square at the alternative WUK Kulturzentrum where it played the main role in a theatre of artistic, rhythmic car destruction. If there were any doubts about positive group vibes before, they got shattered into pieces together with the car glass. For most people, this set a surprisingly nice tone that continued until the end of tour when we arrived at the international Ecotopia gathering in Gorinchem, The Netherlands.

The bike tour, which has taken place every summer since 1990,

brings together people interested in sustainable transport and current ecological issues. We cycle together, and along the way we cooperate with local groups and NGOs, through collaborative actions, skill sharing workshops or discussions on relevant issues.

To a large extent, the bike tour is created by its participants who work together on all tasks (repairing bikes, cleaning the camp, buying and preparing food, etc.), discuss and solve common problems that might come up, and live as a mobile, sustainable community. The bike tour envisages that personal empowerment, strong friendships, and important international connections will be made during this turbulent ride, leading to closer ties across the world.

The 2004 ride was no exception. What a ride it was!

Good Food,

“ It was amazing to see such a multicultural group, from which most people had never met before, turn ”

Good Action

Following the action in Vienna, we started our "Demonstration of Sustainable Transport" along a planned extension of the A5 highway, dressed up and holding colourful placards

protesting this evil development. We spent the night with an Austrian farmer who made us feel at home in no time. He had local organic vegetables for dinner, wood to get the fire started, and some beer waiting for us. Now that's what we call comfortable accommodation.

For me, all the places where we slept were a surprise, and often I said to myself, "Wow, this is the best and coolest accommodation so far!"

But places kept on getting better.

For example, everything was



perfectly prepared on our arrival in Dresden. A delicious soup and salad plus bread, rolls, lots of spreads, juice and beer – all organic – awaited us. Supporting a local group against the building of another bridge in Dresden was the action for the following day. The bridge will only increase the overall amount of traffic passing through the city. It is the same old story: “We need this bridge, it is good for (y)our economy.” We made placards and gathered on a beautiful meadow river bank where the bridge is planned. We held a Critical Mass, with police guidance, and made our way to the city centre and unfurled a giant banner, depicting a huge pink bridge. We raised public awareness by handing out leaflets. We felt very welcome during our two-day stay in Dresden.

Painted in Prague

Of course not all accommodations were as ideal as Dresden. In Prague, many surprises awaited us. We arrived very late at our meeting point and while we were waiting under a city centre bridge, thunderclouds gathered above us. After a wet ride and two flat tires, we arrived at the accommodation.

Everybody was happy to finally be there and would have liked to have forgotten about the rest of the day. But then disaster struck and Mark’s bike was stolen out of the garden. (Mark had to go back to England, but he came back for the last part of the tour.)

The next day we gathered in a park to prepare for the body-painted bike ride. People were a bit shy in the beginning, but when the first rough brushes drew cold lines on our hot bodies, everyone got into the right mood. It turned out to be a very colourful Critical Mass which made it on national television.

From Prague, we mainly followed the Elbe River through its magnificent valley, enjoying the changes in the landscape as

we approached Germany. The border crossing from the Czech Republic into Germany brought a pleasant change of bike paths.

After Dresden, one of our stops was at Lacoma, an eco-protest village that is resisting demolition. The residents are incredible wood artists, ecologists, and students, but most of all very sweet and open.

After Vienna, Prague and Dresden, Berlin was the next big city on our tour. We arrived around 9 pm and the thunder clouds gathered above us, just like in Prague. What’s with these capital cities? We went to our sporting hall accommodation on the site where our friend and carfree architect Markus Heller was planning Berlin’s first carfree quarter. However, the German secret service had its eyes on the site and will now build their offices on the exact same place.

While in Berlin, we took in the Towards Carfree Cities IV conference which gave participants a break from cycling, and a chance to hear presentations and workshops about cycling, as well as other alternative forms of transportation.

From Berlin, we joined JANUN, a German green youth network, who organised the route from Wendlandcamp, an anti-nuclear activist camp with a long history, loads of interesting people and more great workshops. They planned some actions on the way, including a road building protest in Lüneburg and an anti-consumerist action in Cloppenburg.

Bike Heaven

The border crossing from Germany to The Netherlands wasn’t so smooth in organisation, but it hardly mattered because we were in bike heaven! The smooth bike lanes were not only bigger than the car roads, but were often away from the main roads. The route was well marked with signs and there were many good examples of traffic calming.



Repairing the City, Piece by

by Randy Ghent

"Much of our city is asphalt and steel, and we want to create places where people can gather to sit and talk about neighbourhood issues," says Eva Miller of The City Repair Project in Portland, Oregon, USA.

Since 1996 when the group converted its first street intersection into a public square, City Repair has done just that. As a local newspaper noted, the goal is "to weave together an urban fabric shredded by the standard traffic grid, to make new common spaces that bring community out of isolation and turn strangers into friends."

City Repair has the potential to inspire the world. They have helped residents paint street murals, erect sculptures, lay out community gardens, and build neighbourhood kiosks, benches, and solar-powered fountains. They even helped neighbours construct a "memorial lifehouse" dedicated to a cyclist killed by a truck running a stop sign.

The group holds an annual ten-day, hands-on "Village Building Convergence" that attracts natural builders and volunteers from across the US. It also organises the nation's largest non-corporate-sponsored Earth Day celebration (drawing over 3,000 people), which has a "localisation" theme and includes an alternative transportation fair.

These ideas are so contagious



that in the last two years, City Repair groups of varying degrees of activity have sprouted in Asheville, N. Carolina; Eugene, Oregon; Seattle, Washington; and Ottawa, Ontario. Additional cities with City Repair-minded groups include State College, Pennsylvania; Ithaca, New York; and Minneapolis, Minnesota.

City Repair founding member Mark Lakeman is a reformed architect. He began on a typical career track working for a corporate firm. His father was Portland's first planning director. His mother teaches design and architectural history. But in his world travels, his entire outlook changed about how communities should be built. "I got a view of human nature before the

industrial revolution, which is somehow more fundamental," he says. Now instead of architecture, Lakeman promotes Communitecture.

City Repair notes in its literature that in the United

States, "nearly all of our cities, towns and suburbs were planned and built by real estate developers. However, for most of human history, settlements were largely planned [or more likely, not planned] and built by the people who would be living in them."

“
When you give residents a way to create a common vision, and they actually enact it, the neighbourhood,”

After City Repair and others joined with Mexican day labourers who wanted to build a Mexican-style plaza at a corner where they would wait for jobs, coordinator Jenny Leis said, "It's probably not the model of what city planners

Photos, from left to right: (1.) Giving Share-It Square a fresh lick of paint during the 2004 Village Building Convergence; (2.) neighbours enjoy Sunnyside Piazza; (3.) a circle of life around Share-It Square; (4.) painting Sunnyside Piazza in May 2002; and (5.) one of the benches built during the Village Building Convergence in previous years.



squares. But City Repair doesn't put pressure on residents to implement their ideas; it is the neighbours who decide to do something and give City Repair a call.

"We don't go in with an agenda," says project coordinator Charla Chamberlain, "We help people who come decide what's important to them."

Even City Repair itself is run collectively via a Coordinators' Council, made up of the main project coordinators. They make all the organisation's programme and executive

decisions on a consensus basis at a monthly meeting.

In an area called Sunnyside, residents painted an elaborate giant sunflower – the neighbourhood emblem – in the street at the corner of Yamhill and SE 33rd Avenue. It's not just a splash of colour, but a way to slow down traffic, build community and decrease crime.

But the mural is just the

first of several phases that the intersection went through in its transformation into the "Sunnyside Piazza." The neighbours later built a canopy-covered fountain on the sidewalk, corner trellises and planters that act as curb extensions, and an information kiosk with a solar-powered lamp. Once a project is underway, the neighbours take over more and more of it, including organising, permitting, fundraising, and other roles.

Another project, called "Share-It Square," lies at the corner of Sherrett and SE 9th Avenue. Its emphasis on sharing is represented by an information station (community bulletin board), a produce station (where people can get, give away or exchange food freely), an arts and crafts station (where passers-by can take or donate handmade



Tom Hovland

would have designed, but it reflects the personality of the neighbourhood."

Urban design, ruled by a tyranny of professional experts, almost always creates sterile, boring places that residents are prohibited from adapting and shaping. It is now possible to find neighbourhoods in Ulaanbaatar, Mongolia that look the same as those in suburban Washington, DC. These are mere collections of houses, lacking a sense of place and a sense of community.

"If you visit a town or village that has developed naturally – and many still exist throughout the world – you'll notice that public squares are very common," City Repair observes. "These are the places where the people gather: to trade goods, exchange news, meet friends, organise, [or] fall in love..."

That observation led the group to invent the Intersection Repair concept, which has so far successfully transformed several intersections into lively public



Andy Singer

Studies & Reports



Warning: Sprawl May Be Hazardous to Your Health
Suburban sprawl has been linked to the incidence of many chronic health ailments, according to a new RAND Corporation study.

"This is the first study that analyses suburban sprawl and a broad range of chronic health conditions," says study co-author Roland Sturm.

Researchers found that people who live in areas with a high degree of suburban sprawl are more likely to report chronic health problems such as high blood pressure, arthritis, headaches and breathing difficulties than people who live in less sprawling areas.

The results suggest that an adult who lives in a more sprawling city such as Atlanta will have a health profile similar to someone four years older – but otherwise similar – who lives



in a more compact city such as Seattle. The findings appear in the October edition of the journal *Public Health*.

Researchers found the unhealthy impacts of suburban sprawl disproportionately affect the poor and the elderly, who often have fewer resources to make up for the limitations created by their environment.

- compiled from press release

Hate the Kids, Love the Car
Motorists are spending more time in their cars – not just in traffic jams, but also to escape their

family, according to a new report.

One in three drivers retreat to their car after a row with a partner, according to a survey of 1,500 people for Lloyds TSB Insurance.

The survey also revealed that one in four spent up to two hours a day behind the wheel, as people increasingly work from their vehicle.

Phil Loney, managing director of Lloyds TSB Insurance, said: "Far from simply being a mode of transport, the car is now just as likely to conceal a cache of outdated clothes, unwanted junk and even disgruntled family members."

- Daily Telegraph, Sept. 1
[submitted by Adrian Croucher]
Gas Station Ills

Children who live in close proximity to gas stations and auto body shops have a higher rate of leukemia, according to a new study.

The research, published in the journal *Occupational and Environmental Medicine*, provides powerful evidence that the common childhood cancer may be caused by exposure to benzene.

Benzene, used in the manufacture of paints, plastics and pesticides, is also present in gasoline fumes. Previously, exposure to the chemical has been linked to leukemia in adults, but this is the first time the link has been made to children.

Jacqueline Clavel, a researcher at the French National Institute of Health and Medical Research, says unleaded fuel has small amounts of benzene.

The scientists found that children living in proximity to gas stations and commercial garages were four times more likely to have developed leukemia. The majority of children stricken by cancer were aged two to six.

The longer a child lived near a gas station, the higher the risk, according to the study.

- Globe and Mail, August 20

In a Storm Cloud of Dust
When Robert Fiske, journalist from *The Independent*, was being driven to an interview with Osama Bin Laden a few years ago, the driver turned to him and said, "Toyota is good for holy war."

Toyota, it seems, has played a significant role in desert countries like Afghanistan.

Now, the *New Scientist* reports that "dust storms are increasing globally with far-reaching consequences for the environment and human health, and a major cause, says the report's author Andrew Goudie at the University of Oxford, UK, "is



the increasing use of four-wheel drive vehicles to replace camels to cross the deserts. 'Toyota-isation' – a term Goudie coined to describe the constant desert journeys made by Toyota Land Cruisers – is scarring the desert's protective surface layer, releasing dust into passing winds."

"Deforestation, overgrazing, and the shrinking of lakes, such as Lake Chad and the Aral Sea, have also contributed to the problem. Dust storms, measuring an average 200 kilometres across and carrying up to 100 tonnes of dust, are carried as far away as Greenland or the US by winds at the base of storms."

- NewScientist.com, August 20

Burning Money

The Texas Transportation Institute released its annual congestion report in September, showing increased metropolitan congestion in 83 cities across the US.

The annual study, which revises its estimates each year,

Book Reviews



Under the Sign of the Bicycle
Alon K. Raab, 2003. Gilgul Press

For some of us the bicycle is a mode of transportation, for others a sign of protest, a political statement, or a symbol of freedom from oil, cars, and roads. The bicycle is more than just two wheels and a frame. But for Alon Raab, the bike is something else, something even more.

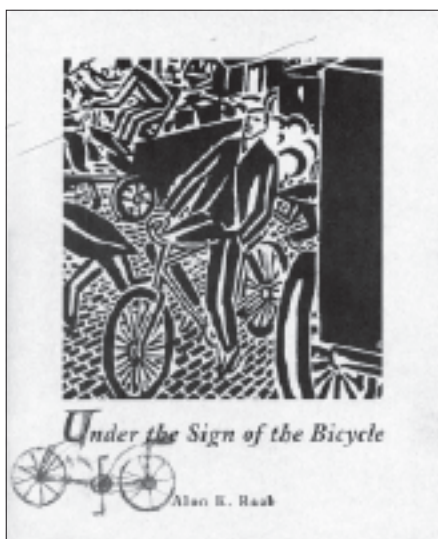
In *Under the Sign of the Bicycle*, Raab writes about his love for the bike, remembers deep and lasting moments experienced on, or somehow in relation to a bicycle, and meditates on life and death, past and present.

"Some people's lives are lived under the sign of the computer, telephone, or stock exchange. My life, though, has always been connected with that most simple invention, the bicycle," writes Raab in his opening chapter, "Bicycle Music." This title gives an indication of what is to follow: a brief (29-page) self-published booklet filled with poetic writing dedicated to life lived to the tune of clattering wheels and wind blowing through one's hair. Raab has a sense for language that brings alive his many bicycle-related memories. The book reads like the memoirs of someone with a deep sense of connection to the world around him.

Many memories take us back to Raab's native Israel. At one point we experience his sense of hope when the Oslo Accords are signed in 1993. We also travel back with him in time, and ride like an unseen passenger on the handlebars of his childhood memories – riding home from school, his first love, people and places lost in time. But bicycles appear in wartime, too, as Raab crosses into East

Jerusalem after the Six-Day War and comes across a young boy lying, dead, next to his bicycle. Here the bicycle, the most harmless of machines, lying next to the dead boy are symbols of the cruelty of war.

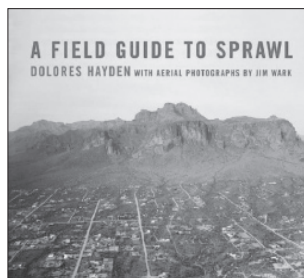
Raab's writings also take us to the United States, where he ponders the forgotten history of that continent's original inhabitants, and into the life of an old woman who in her youth transported messages, by bicycle, for the resistance in occupied France.



A Field Guide to Sprawl

Dolores Hayden, aerial photographs by Jim Wark,
2004. W.W. Norton;
ISBN 0-393-73125-1

Americans "often lack words for the cultural upheaval caused by rapid sprawl," says Dolores



Hayden in her introduction to *A Field Guide to Sprawl*. Architects have Latinates like "interstitial spaces" and planners have legalese and acronyms like "non-attainment area" (meaning unhealthy levels of ozone pollution) or "LOS-F" (for

Level of Service-Failing, or "traffic jam"). But the rest of us often flounder. It can be hard to fight something when you don't have the words to describe it.

Her book collects 51 terms, coined primarily by journalists and people working in real estate, and pairs them with aerial photography to get behind the gates and look at "privatopias" or "starter castles," to identify a "pork chop lot" or compare "logo buildings." She adds text to describe the policies and process that created the result.

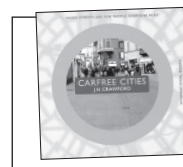
"The visual culture of sprawl should be read as the material representation of a political economy organised around unsustainable growth," she writes. What cannot be easily photographed are mortgage tax write-offs for "tract mansions" or "astroturf lobbying" by corporate public relations to manufacture the appearance of grass roots support for new projects.

The guide's first entry is "Alligator." Photos show what speculation can look like, as raw land intended for development is cut up, but shows no signs of anything being built. The name comes from "up to one's ears in alligators," meaning in trouble, as in the investment isn't producing any income, it's just an alligator consuming a diet of principle, interest and property tax payments.

Land that has moved beyond that stage can take any number of forms. "Big box" is a familiar one, but the photo of Wal-Mart in Pueblo, Colorado, with its parking lot large enough to accommodate the Christmas season is still striking. If a big box store dominates a particular segment of the retail market, such as books or building materials (Barnes & Noble or Home Depot), it's a "category killer." If several of these large stores are built together, cheaper even than building a mall, they're called a "power centre."

Sprawl is built by "growth machines," alliances of bankers, realtors, developers, and road builders to "energise the economy." Unfortunately, this means pillaging the ecology, as farmland, forest and wetlands disappear. And then there's the finite

Resources



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NEW!



The famous "One Less Car" sticker is multilingual. Show drivers that your bike is not a part of the traffic problem. If you can't find a bike sticker in your own language, send us the translation and we'll make the sticker even more famous!

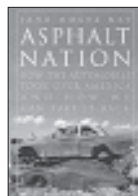
NONFICTION

Asphalt Nation

How the Automobile Took Over America and How We Can Take It Back

Jane Holtz Kay, 1998, 440 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670



Asphalt Nation is a powerful examination of how the car has ravaged America's cities and landscape over the past 100 years, together with a compelling strategy for reversing our dependency. Demonstrating that there are economic, political, architectural, and personal solutions, Kay shows that radical change is entirely possible.

Bike Cult

The Ultimate Guide to Human-Powered Vehicles

David Perry, 1995, 570 pages

EUR 32, £22, US\$32, AU\$55, or CZK 935

Carfree Cities

J.H. Crawford, 2000, 324 pages

hardcover: EUR 40, £28, US\$40, AU\$68, or CZK 1180

paperback: EUR 30, £21, US\$30, AU\$52, or CZK 885



An apologetic argument for carfree cities combined with a detailed and well thought out plan, the book outlines a city structure carefully designed to minimise environmental impact and maximise quality of life. It gives practical suggestions for implementing

Crawford's carfree design in new and existing cities.

Car Busters Graphics Book

Car Busters, 1999, 44 pages

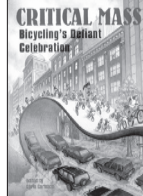
EUR 5, £3.50, US\$5, AU\$9, CZK 125

Critical Mass

Bicycling's Defiant Celebration

Chris Carlsson, editor, 2002, 256 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670



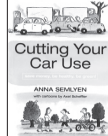
A pushy and irreverent collection of inkworthy social critique and optimistic celebration. Four dozen contributors document, define and drive home the beauty of a quiet ride with a thousand friends, the anarchy of grassroots inspiration, the melodrama of media coverage and the fight for the survival of our cities.

Cutting Your Car Use

Save Money, Be Healthy, Be Green!

Anna Semlyen, 2000, 160 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250



Britain's first ever personal traffic reduction guide. Packed with easy-to-follow, best practice advice. For anyone who wants to cut their car use, or give up the car completely.

New updated edition.

Direct Action Manual

Earth First!, 1998, 152 pages

EUR 6, £4, US\$6, AU\$10, or CZK 150

Divorce Your Car

Ending the Love Affair With the Automobile

Katie Alvord, 2000, 320 pages

EUR 20, £14, US\$20, AU\$35, or CZK 500

Ecocities

Building Cities in Balance with Nature

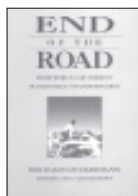
Richard Register, 2002, 290 pages

EUR 20, £14, US\$20, AU\$35, or CZK 500

The End of the Road

Wolfgang Zuckermann, 1991, 300 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250



There are half a billion cars on the planet, and this book takes a long, hard look at the contrast between the image and the reality of this fact. Zuckermann offers 33 "ways out" of our car dependence, including pedestrianisation, alternative transport modes, restructuring public transport and rearranging our lives.

For Love of the Automobile

Looking Back Into the History of Our Desires

Wolfgang Sachs, 1992, 227 pages, hardcover

EUR 40, £28, US\$40, AU\$68, or CZK 1,180

The Geography of Nowhere

James Howard Kunstler, 1994, 304 pages

EUR 17, £12, US\$17, AU\$29, or CZK 500

Home from Nowhere

Remaking Our Everyday World for the 21st Century

James Howard Kunstler, 1998, 320 pages

EUR 17, £12, US\$17, AU\$29, or CZK 500



Kunstler offers a way back from the "tragic sprawlscapes of cartoon architecture, junked cities, and ravaged countryside" that he described in *The Geography of Nowhere*. Kunstler calls for the restoration of traditional architecture, sensible urban design principles, and the development of public spaces that meet people's need to interact with one another.

Life Between Buildings

Jan Gehl, 2001, 202 pages, fourth English edition

EUR 20, £14, US\$20, AU\$35, or CZK 500

Jan Gehl and Lars Gemzøe, 2001, 263 pages

hardcover: EUR 55, £38, US\$55, AU\$95, or CZK 1,620

Street Reclaiming

Creating Livable Streets and Vibrant Communities

David Engwicht, 1999, 207 pages

EUR 23, £16, US\$23, AU\$40, or CZK 670

Sustainability and Cities

Overcoming Automobile Dependence

Peter Newman and Jeff Kenworthy, 1999, 350 pages

EUR 46, £32, US\$46, AU\$80, or CZK 1,350

Wise Fool Basics

K. Ruby, *Wise Fool*, 1999, 96 pages

EUR 13, £9, US\$13, AU\$22 or CZK 375

FICTION/KIDS

The Age of the Bicycle

Miriam Webster, 1998, 270 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250

Alice in Underland

Wolfgang Zuckermann, 1999

EUR 10, £7, US\$10, AU\$18, or CZK 250

Family Mouse Behind the Wheel

Wolfgang Zuckermann, 1992, 30 pages

hardcover: EUR 10, £7, US\$10, AU\$18, or CZK 250

The Little Driver

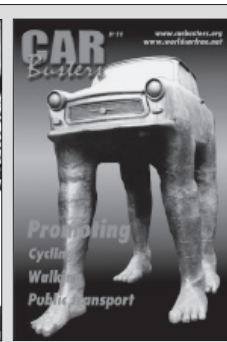
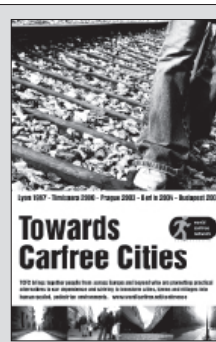
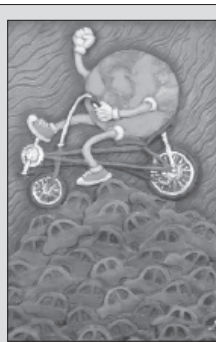
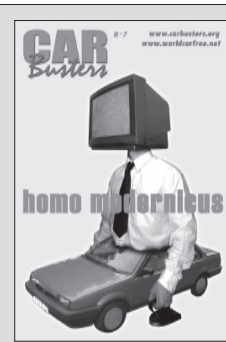
Martin Wagner, 2003, 56 pages

EUR 10, £7, US\$10, AU\$18, or CZK 250

"FREESOURCES"

A growing selection of free texts available in several languages and file formats from <www.carbusters.org>:

- *Energy and Equity* by Ivan Illich
- *Hypermobility* by John Adams
- *American Ground Transport* by Bradford Snell
- *Time Pollution* by John Whitelegg
- *The Importance of the Car to the Modern Economy*
- *Depaving the World* by Richard Register
- *Road Raging: Top Tips for Wrecking Roadbuilding*
- *Motorism* by Daniel James



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Autoschreck / Car-Fright

1994, English and German versions, PAL format only
EUR 20, £12.50, US\$20, AU\$36, or CZK 600



The car is taking over the city. Michael Hartmann refuses to bow to them, refuses even to divert around the cars illegally parked on the pavement (sidewalk). *Autoschreck* is a document-tary about a man discharged from a mental hospital for being perfectly normal. He was just giving the cars a taste of their own medicine.

We Are Traffic!

1999, 50 min., PAL or NTSC format
EUR 25, £17.50, US\$25, or CZK 735

A chronicle of the history and development of the "Critical Mass" bicycle movement from its beginnings in San Francisco in 1992 to its global spread.

Return of the Scorcher

1992, 30 min., PAL or NTSC format
EUR 25, £17.50, US\$25, or CZK 735

A look at bike culture around the world with beautiful and inspiring scenes of bike use filmed in China, The Netherlands, Denmark and the USA.

MATE Booklet and Map

(Map of Activities on Transport in Europe), A SEED Europe, 2000
EUR 7, £4, US\$7, AU\$12, CZK 200

A comprehensive guide to what is happening in the spider-like murky web of European transport, including an overview of TENs and TINA projects.

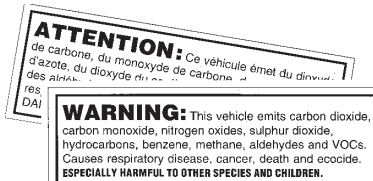
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"One Less Car" Bike Stickers

Available in Chinese, Czech, Dutch, English, Finnish, French, German, Irish, Italian, Norwegian/Swedish/Danish, Polish, Portuguese, Romanian, Russian, Serbo-Croatian, Slovak, Spanish and Welsh. Sized for bike frames, water-resistant.

Ten stickers: EUR 2, £1.40, US\$2, AU\$3.50, or CZK 50



"Cancer Warning" Stickers

Big hard-to-remove stickers for cars.

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For 15 stickers: EUR 3, £2, US\$3, AU\$5, or CZK 80



Stop-Sign Improvement

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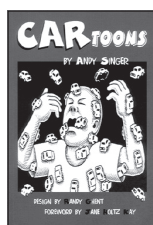
Forty-six centimetres long. Bright red. These big glossy vinyl stickers are just the right size to go

CAR BUSTERS PRESS

Bulk Discount: Ten or more "CARtoons" and/or "Roadkill Bill" books, any combination, for half price.

CARtoons

Andy Singer, 2001, 100 pages, optional CD-ROM contains high-resolution TIF images of all graphics
Book: EUR 10, £7, US\$10, AU\$18, or CZK 150
CD-ROM: EUR 4, £2.50, US\$4, AU\$8, or CZK 80

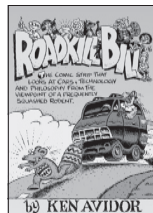


A personal and provocative look at our relationship with the car, from Ford's first assembly lines to today's "drive-through" society. Features seven pithy chapter texts and a compilation of hard-hitting quotations, plus 90 of Singer's infamous graphics (available for free nonprofit reuse).

Roadkill Bill

Ken Avidor, 2001, 108 pages
EUR 10, £7, US\$10, AU\$18, or CZK 150

It's the comic strip that looks at cars, technology and philosophy from the viewpoint of a frequently squashed rodent. Here the wonderful, provocative, amusing and sometimes gruesome cartoons are collected together for the first time. Avidor gives voice to the suffering soul of humanity that feels bulldozed and paved over by in-dustrial technology



CLOTHE THYSELF



T-Shirts

EUR 10, £6.50, US\$10, AU\$20 or CZK 300

Specify colour and size (XS, S, M, L or XL). Colour choices are yellow, orange, red, forest green, or beige.

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WORLD CARFREE NETWORK WORKS TO BUILD AND MAINTAIN THE GLOBAL CARFREE MOVEMENT. ITS PROJECTS AND PUBLICATIONS ASSIST PEOPLE AROUND THE WORLD TAKING ON CAR CULTURE AND PROMOTING ALTERNATIVE WAYS OF LIFE. WE AIM TO FACILITATE EXCHANGE AND COOPERATION AMONG ACTIVISTS AND CAMPAIGNERS, REACH OUT TO THE PUBLIC, INSPIRE NEW ACTIVISTS AND CHANGE THE WORLD.

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- PRINT AND ON-LINE RESOURCE CENTRE
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Announcements



Buy a Book,

Save the Rickshaws

While not yet rescued as a "tourist attraction,"

the endangered rickshaws of Asia's cities constitute a national treasure and their preservation should be viewed as a form of economic development. Think of great cities and specific, urban motifs come to mind: the gondolas of Venice, the double deckers of London, the cable cars of San Francisco... wealth!

Help is at hand thanks to the International Bicycle Fund and Chasing Rickshaws, a book that just might persuade Asian planners to rethink their policies toward these enduring vehicles. Published in 1998 by Lonely Planet, author Tony Wheeler and photographer Richard L'Anson have given us 190 pages of research, social history and images.

Originally US\$35, the book was recently remaindered at US\$7, making it an affordable, strategic gift for mayors and planners. Whenever possible, the International Bicycle Fund (IBF) hopes to present the books through sister city programmes; for example, to Beijing's Mayor Wang Qishan via visiting delegates from Washington, DC, which is Beijing's sister city in the US.

To this end, the IBF would like to form partnerships with others toward purchasing at least 12 copies for the mayors of the cities featured in the book, including Beijing, Calcutta, Hanoi and Dhaka, among others. See the IBF website at <www.ibike.org> or contact them by e-mail at <ibike@ibike.org>.

- submitted by John Dowlin

European Conference on

Sustainable Urban Transport

The EU Committee of the International Association of Public Transport (UITP) is holding its second conference in Brussels

on November 25 to find ways of encouraging people to shift from private transport to public and sustainable transport. "More than 80% of EU citizens live in urban areas and therefore are most affected by the problems created by the excessive use of private cars in our cities. We need to reverse this trend."

The conference will include an examination of current EU policies affecting public transport and modal shift in Europe, discussions with European decision makers – in particular with EU Commissioner Jacques Barrot – the future policy orientations of the new Commission, and sustainable urban transport plans for cities of more than 100,000 inhabitants.

Registration form can be downloaded from <<http://www.uitp.com/Events/2004/Brussels/en/index.cfm#3>>. For more information, visit <<http://www.uitp.com>>.

Sourcebook on

Car Dependence on Sale

The University Press of Colorado is offering the International Sourcebook of Automobile Dependence in Cities 1960-1990, at a 75% discount.

The 720-page resource guide by Jeffrey R. Kenworthy and Felix B. Laube contains 130 maps and 38 colour illustrations and offers comprehensive data about land use, transportation, and energy

use from 1960 to 1990 in 46 metro-politan areas in the United States, Canada, Australia, Western Europe, and Asia.

It also provides government agencies, consulting firms, academics, and community and conservation groups with the kind of detailed information they need to improve their planning, teaching, and researching in these fields.

Each city represented has its own set of colour maps showing the various territorial boundaries and shape of the metropolitan area, the urbanised areas of the region, the freeway system and all the fixed track rail and bus transit systems. These maps – together with the detailed data, correlation analyses between city characteristics, and key trends between 1980 and 1990 – make the book an essential tool for policy development, presentations, teaching and research.

The book's regular price is US\$125.00, the reduced price is US\$31.25. For more information or to place an order, visit the University of Colorado Press website at <www.upcolorado.com/bookdetail.asp?isbn=0-87081-523-7>.

Internships at Carfree.com

Joel Crawford, who manages the

